

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

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Claim 1 (Currently Amended): A system for controlling an active suspension component of a vehicle and a vehicle occupant protection device of the vehicle, said system comprising:

*P Cont.*  
a single controller, said single controller being ~~operatively~~ controllably connected to at least one active suspension component of a vehicle and controllably connected to at least one vehicle occupant protection device of the vehicle; and

at least one sensor for sensing acceleration of the vehicle along at least one axis of the vehicle, said at least one sensor being operatively connected to said single controller to provide at least one signal indicative of vehicle acceleration along the at least one axis to said controller, said single controller being operative to control at least one active suspension component in response to said at least one signal, said single controller also being operative to control the at least one vehicle occupant protection device in response to said at least one signal.

Claim 2 (Original): The system as defined in claim 1, wherein said at least one sensor comprises at least one accelerometer.

Claim 3 (Previously Amended): The system as defined in claim 2, wherein the at least one axis comprises one of an x-axis of the vehicle, a y-axis of the vehicle and a z-axis of the vehicle.

*Cont.*  
Claim 4 (Previously Amended): The system as defined in claim 2, wherein said at least one accelerometer comprises a first accelerometer for sensing acceleration of the vehicle along the x-axis, a second accelerometer for sensing acceleration of the vehicle along the y-axis, and a third accelerometer for sensing acceleration of the vehicle along the z-axis.

Claim 5 (Original): The system as defined in claim 4, wherein said system is free from any other accelerometers that are operative to provide a signal for controlling the at least one active suspension component and the at least one vehicle occupant protection device.

Claim 6 (Original): The system as defined in claim 4, further comprising a redundant accelerometer for each of said first, second and third accelerometers.

Claim 7 (Original): The system as defined in claim 2, wherein said at least one accelerometer comprises a multiple axis accelerometer.

*Cont.*  
Claim 8 (Currently Amended): The system as defined in claim 1, wherein said single controller comprises an electronic controller.

Claim 9 (Currently Amended): The system as defined in claim 1, wherein said single controller is a single electronic controller operative to control the at least one active suspension component and the at least one vehicle occupant protection device, said system being free from any other controllers for controlling the at least one active suspension component and the at least one vehicle occupant protection device.

Claim 10 (Original): The system as defined in claim 1, wherein the at least one vehicle occupant protection device comprises an inflatable vehicle occupant protection device.

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*Cont.*  
Claim 11 (Original): The system as defined in claim 10, wherein the inflatable vehicle occupant protection device comprises at least one of a front impact air bag inflatable between a vehicle occupant and a dash of the vehicle, a side impact air bag inflatable between a vehicle occupant and a side structure of the vehicle, an inflatable curtain inflatable away from a roof of the vehicle into a position between a vehicle occupant and a side structure of the vehicle, and an inflatable knee bolster inflatable into a position between legs of a vehicle occupant and a dash of the vehicle.

Claim 12 (Original): The system as defined in claim 1, wherein the at least one vehicle occupant protection device comprises a seat belt retractor.

Claim 13. (Currently Amended): A system for controlling an active suspension component of a vehicle and a vehicle occupant protection device of the vehicle, said system comprising:

a single electronic controller, said single electronic controller being ~~operatively~~ controllably connected to at least one active suspension component of a vehicle and controllably connected to at least one vehicle occupant protection device of the vehicle; and

at least one accelerometer for sensing acceleration of the vehicle along an x-axis, a y-axis and a z-axis of the vehicle, said at least one accelerometer being operatively connected to said single electronic controller to provide at least one signal indicative of vehicle acceleration along the x-axis, y-axis and z-axis to said single electronic controller, said single electronic controller being operative to control the at least one active suspension component in response to said at least one signal, said single electronic controller also being operative to control the at least one vehicle occupant protection device in response to said at least one signal, said system being free from any other controllers for controlling the at least one active suspension component of a vehicle and the at least one occupant protection device of the vehicle.

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Cont.

Claim 14. (Original): The system as defined in claim 13, wherein said at least one accelerometer comprises a first accelerometer for sensing acceleration of the vehicle along the x-axis, a second accelerometer for sensing acceleration of the vehicle along the y-axis, and a third accelerometer for sensing acceleration of the vehicle along the z-axis.

*P1*  
*Cont.*  
Claim 15. (Original): A method for controlling an active suspension component of a vehicle and a vehicle occupant protection device of the vehicle, said method comprising the steps of:

providing a controller, said controller being operatively connected to at least one active suspension component of a vehicle and at least one vehicle occupant protection device of the vehicle;

providing at least one sensor for sensing acceleration of the vehicle along at least one axis of the vehicle, said at least one sensor being operatively connected to said controller to provide a signal indicative of vehicle acceleration along the at least one axis to said controller, said controller performing the steps of:

obtaining said signal from said means for sensing;  
determining whether a vehicle roll condition exists  
and actuating the at least one active suspension component in  
response to the roll condition;

determining whether a vehicle pitch condition exists  
and actuating the at least one active suspension component in  
response to the pitch condition;

determining whether a vehicle impact condition  
exists and actuating the at least one vehicle occupant  
protection device in response to the vehicle impact condition;  
and

determining whether a vehicle rollover condition  
exists and actuating the at least one vehicle occupant  
protection device in response to the vehicle rollover  
condition.

Claim 16. (Original): The method as defined in claim 15,  
wherein said step of determining whether a vehicle impact  
condition exists and actuating the at least one vehicle  
occupant protection device in response to a determined vehicle  
impact condition comprises the steps of:

determining whether a front impact condition exists  
and actuating a seat belt restraint and inflatable frontal  
restraints in response to the front impact condition;

determining whether a rear impact condition exists and actuating a seat belt restraint and inflatable frontal restraints in response to the rear impact condition; and

determining whether a side impact condition exists and actuating a seat belt restraint and inflatable side impact restraints in response to the side impact condition.

*Cont.*  
Claim 17. (Original): The method as defined in claim 15, wherein said step of determining whether a vehicle rollover condition exists and actuating the at least one vehicle occupant protection device in response to a determined vehicle rollover condition further comprises the steps of:

determining whether a vehicle rollover condition exists; and

actuating a seat belt restraint, inflatable frontal restraints and inflatable side impact restraints in response to the rollover condition.

Claim 18. (Original): The method as defined in claim 15, wherein said step of providing at least one sensor comprises the steps of:

providing a first sensor for sensing vehicle acceleration along an x-axis of the vehicle;



*B/*  
*Conced.* providing a second sensor for sensing vehicle  
acceleration along a y-axis of the vehicle; and

providing a third sensor for sensing vehicle  
acceleration along a z-axis of the vehicle.

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